

COUNTRY Germany (Soviet Zone) REPORT NO. [REDACTED]

TOPIC Stendal-Borstel Airfield

25X1X [REDACTED] 25X1C

25X1C EVALUATION [REDACTED] PLACE OBTAINED [REDACTED]

DATE OF CONTENT [REDACTED]

25X1C DATE OBTAINED [REDACTED] DATE PREPARED 16 June 1952

REFERENCES

PAGES 2 ENCLOSURES (NO. & TYPE)

REMARKS

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1. On 8 May 1952, Stendal-Borstel airfield was occupied by 36 IL-10s which were covered with tarpaulins. * There was no flying.
2. On 17 May, flying started at about 8:30 a.m. The aircraft did not retract their landing gears when circling the field. Six planes with red propeller hubs were parked side-by-side in the southern section of the landing field. Three aircraft taxied to the take-off point and took off about 9:30 a.m. in rapid succession. They flew for about 20 minutes. A biplane also took off in the course of the morning. About 30 planes were parked in three rows side-by-side in front of the hangars. * At 10:30 a.m., source discontinued his observation at the field because of strict security measures. Flying continued to about 3 p.m.
3. The following motor vehicles were observed on the road between Stendal and Borstel:

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4. On 20 May, 39 IL-10s were counted at the field. The aircraft were parked in two groups in the northern section of the installation. The northern group consisted of eight IL-10s. Some additional IL-10s were observed but could not be counted. The second group consisted of 31 IL-10s. * All the planes observed at the field were covered with tarpaulins. There was no flying.
5. Many holes about 1 meter deep were observed on the edge of the field along Stendal-Borstel road. Source believed that poles for a fence were to be placed in these holes. **

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* Comment. The statements of sources 1 to 3 confirms the previous information on the occupation of Stendal-Borstel airfield by IL-10s. **

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